

# NEWS

## August 2005

	<p><b>Proposed Waitakere city film studio joint-venture</b> (Business to Business August)</p> <p>This copy of the business publication noted that Council is entering into a joint venture to develop a film studio in Henderson worth \$7 million. It is to be built on vacant council owned land at the existing Henderson Valley studios, owned by Council, but proposed to be sold for \$6 million. The complex of around 2000 square metres will be one of the largest in the country, to commence towards the end of the year and to be finished by June 2006. Mayor Bob Harvey claims that the industry will inject \$64 million into the local economy each year and is one of the largest employers in his city. Many films and TV productions have been created in Waitakere city, the most recent being the movie version of the lion, the witch and the wardrobe.</p>
4	<p><b>Under the city rail plan to ease gridlock – also, our plea to future proof the airport to include an underground station</b> (New Zealand Herald Matthew Dearnaley)</p> <p>The Auckland regional transport authority has indicated that it wants to electrify most of the rail network by 2011 and to build a 3.5 km tunnel under the CBD from the western end of Britomart to Mt Eden in 10 to 20 years. The route would pass initially beneath Albert St, then Mayoral Dr and Pitt St. <b>Note:</b> this differs from the old 1923 proposal, which would have seen the railway pass through Myers Park. In the second of two adjoining articles, an excellent case was made for airport extension plans to include an underground station for a future rail link, either through to Manukau city or to the CBD or both. <b>Civic Trust Auckland</b> supports both concepts and believes that it is wise to plan well in advance for the future growth of Auckland and its public transport needs.</p>
5	<p><b>Rail base in car park urged</b> (New Zealand Herald Bernard Orsman)</p> <p>The leaky roof crisis could be the ideal time to build a railway station within the Aotea precinct. Us Mayor Dick Hubbard is quoted as saying that it may be cost effective to use and \$73 million leaky roof crisis to make a start on the \$1.6 billion roll plan to electrify most of the rail network by 2011 and builder 3.5 km rail tunnel from Britomart under the CBD to Mt Eden. This proposed link would have stations at Karangahape road and Wellesley Street just off Aotea Square. This article notes that the has already been an 80 year wait for a sensible urban rail policy in Auckland. In 1923 the Railways Minister Gordon Coates supported city to Morningside underground link. In 1937 this link was briefly raised as a way to relieve unemployment, although the worst of the Depression was over at that time and the proposal was shelved. In 1949 the government promised electrification, but city bureaucrats were already pushing a roads first policy was the first motorway is already under way. Throughout the 1950s politicians joined local bureaucrats in favour of motorways. In 1969 the then new ASB Tower was future proofed for underground rail. In the 1970s Auckland Mayor Sir Dove-Myer Robinson pushed for rapid rail including a tunnel under Queen Street. His costings at the time were about \$140 million. This was looked at briefly by the labour government of 1972 to 1975 but abandoned in 1976 under a national government. More recently Auckland Mayor Christine Fletcher 1998 to 2001 proposed light rail at Queen Street. Over the period 2001 to 2004 Auckland City Council investigated a possible \$500 million underground rail loop from Britomart to Kingsland. In 2005 the Auckland regional transport authority unveiled plans for a 3.5 km tunnel from Britomart to Mt Eden.</p>
7	<p><b>Tower to arise from Takapuna gas site</b> (New Zealand Herald)</p> <p>A project known as "Merge" by Location group is to create a \$160 million office retail carpark and residential development of 24,000 square metres. It will be 115 m high and will be the biggest single development undertaken in Takapuna. Plans include an eight level public car park to 750 vehicles 10,500 square metres of office space over four levels, mixed retail and high rise building containing about 100 apartments ranging from 90 square metres to 150 square metres.</p>
18	<p><b>Value of port land could double</b> (New Zealand Herald Andrea Fox)</p> <p>Proposals to rezone some of the port land to residential could well see land values double. This article however concentrates on the recent offer by Auckland regional Holdings at \$8 per share, which values the company at \$848 million. Talk of huge potential land values seems to be an attempt to justify the share price offer.</p>
22	<p><b>Rail link to airport the way to go</b> (New Zealand Herald editorial)</p> <p>This editorial supports the concept of providing for future rail access between Britomart and the airport. It notes that the airport Company spends heavily on its terminals and runways and that it is surely within its means and certainly in its interest to invest in passenger access also. <b>Note:</b> this is something with which <b>Civic Trust Auckland</b> is in hearty agreement.</p>
28	<p><b>Auckland City Council backs a s ARC transport plan</b> (City scene)</p> <p>Auckland regional Council plans to spend \$10.71 billion on transport during the next 10 years are supported by Auckland City Council. About \$3.75 billion will be spent on passenger transport, \$6.54 billion on roads and \$420 million managing travel demand through projects such as travel plans, cycling and walkways.</p>
31	<p><b>Western Railway line duplication is fast tracked</b></p>

	(New Zealand Herald Matthew Dearnaley) Transport Minister Pete Hodgson commits \$200 million to complete duplication of track along the western line by 2008. Double tracks are to stretch from Newmarket to Swanson, a distance of 26 km